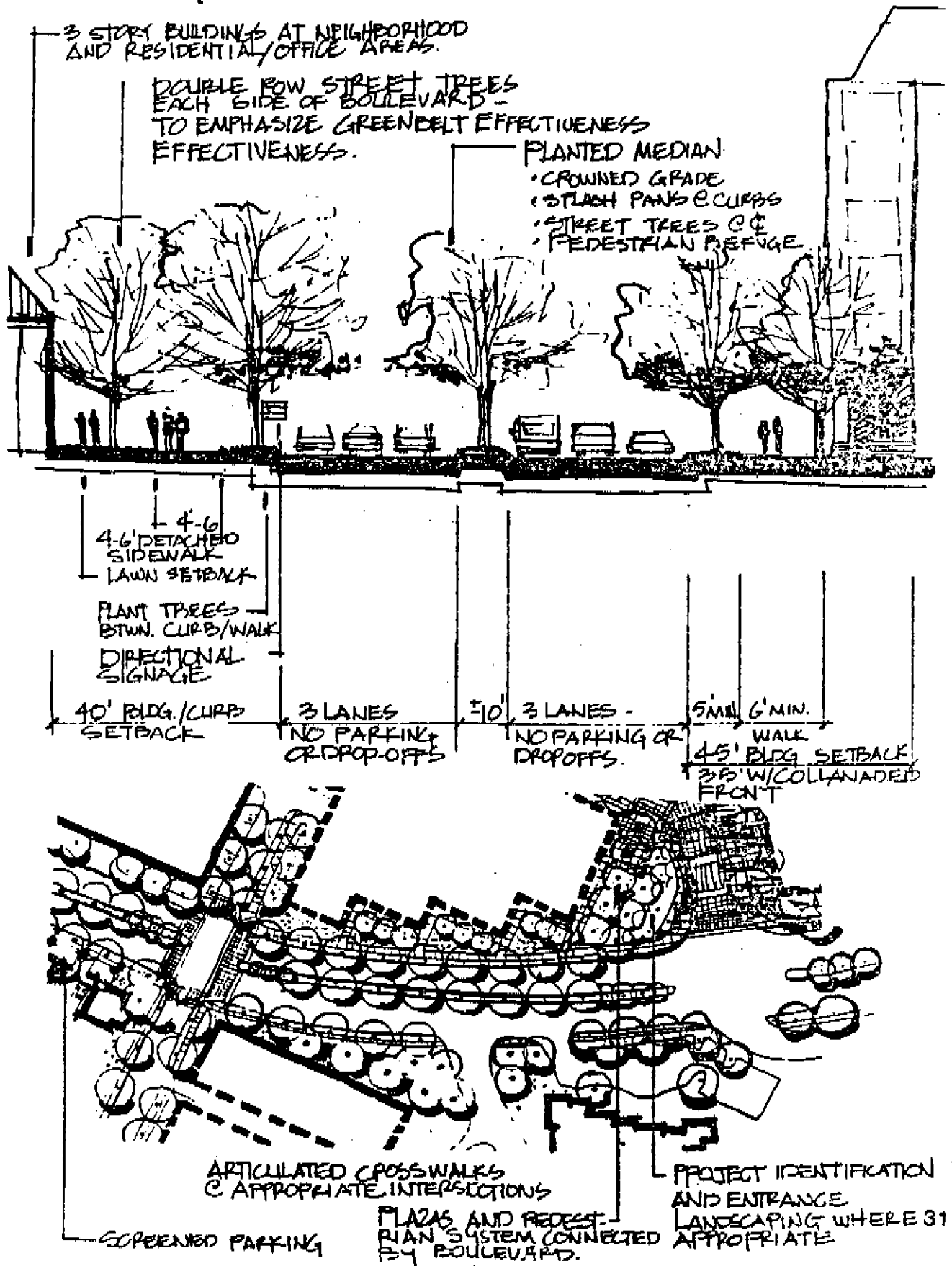


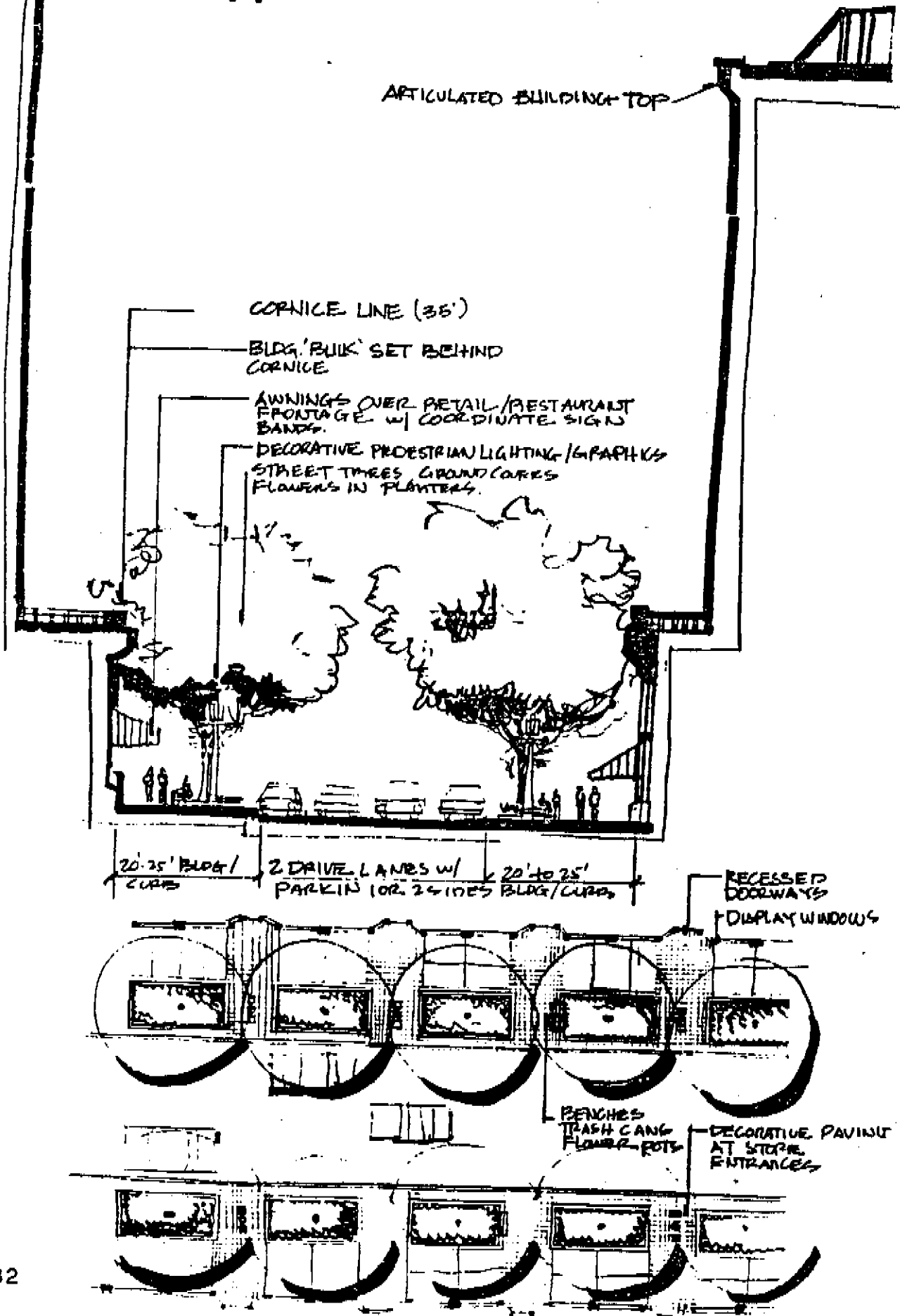
Boulevards

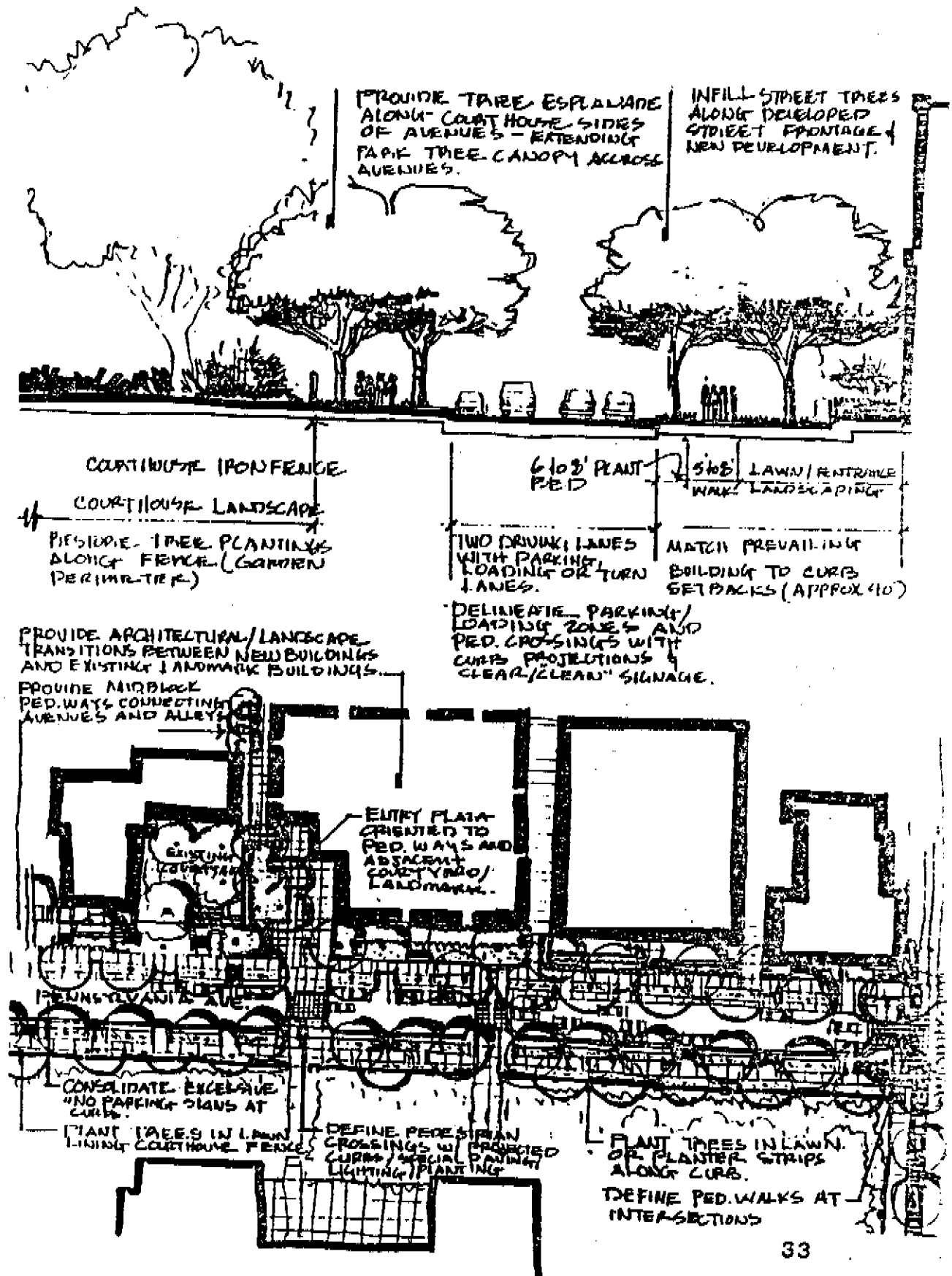
Map 11



East Joppa Commercial

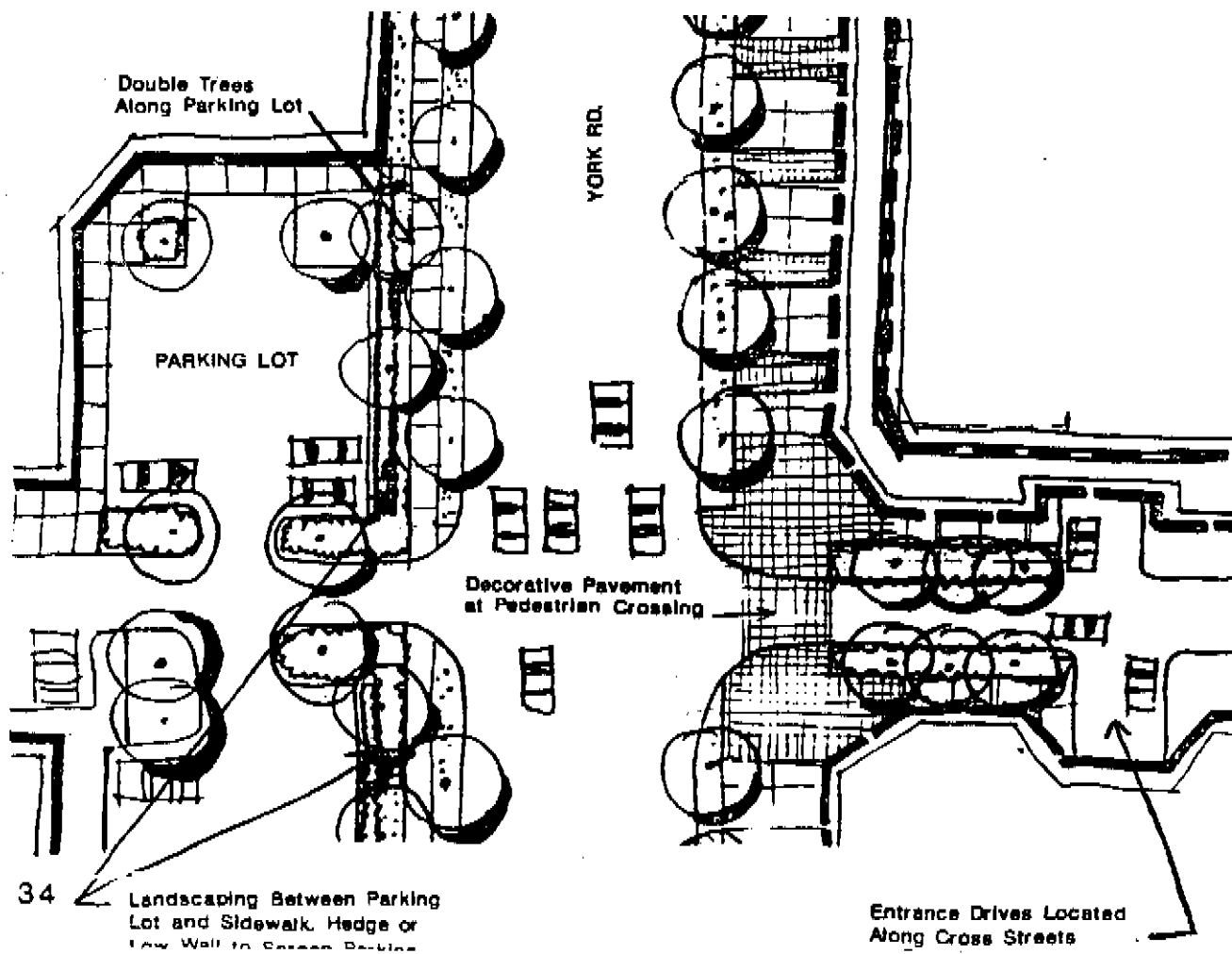
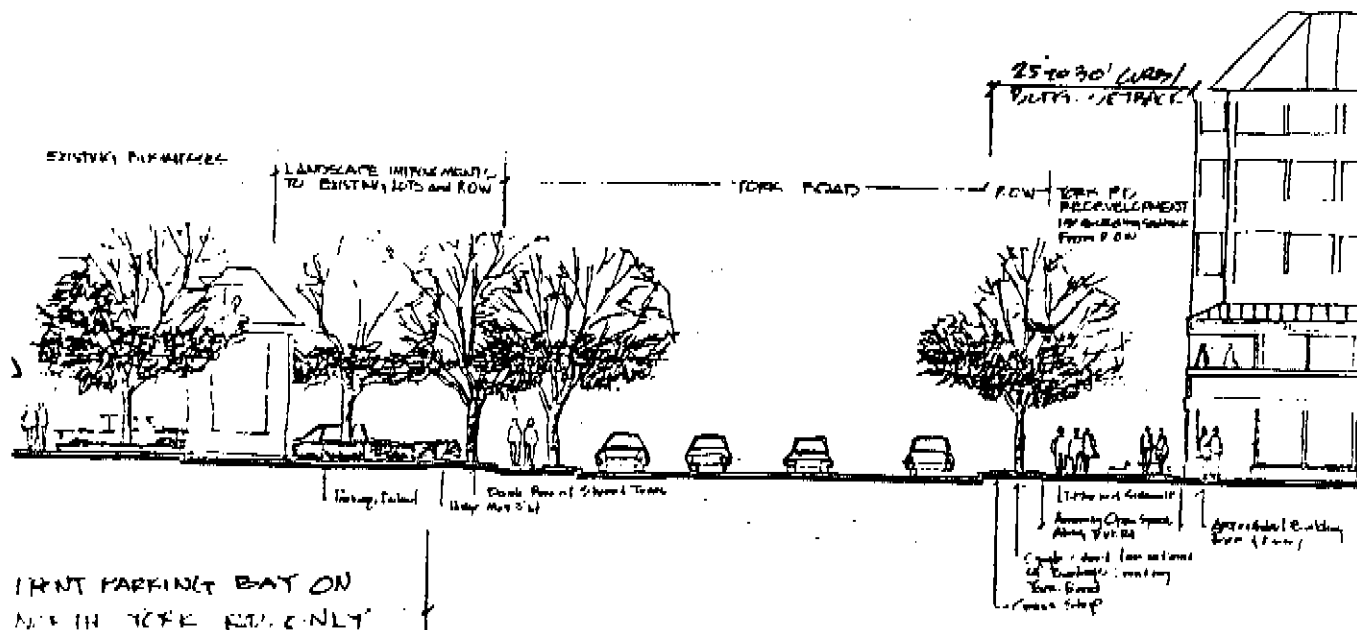
Map 12





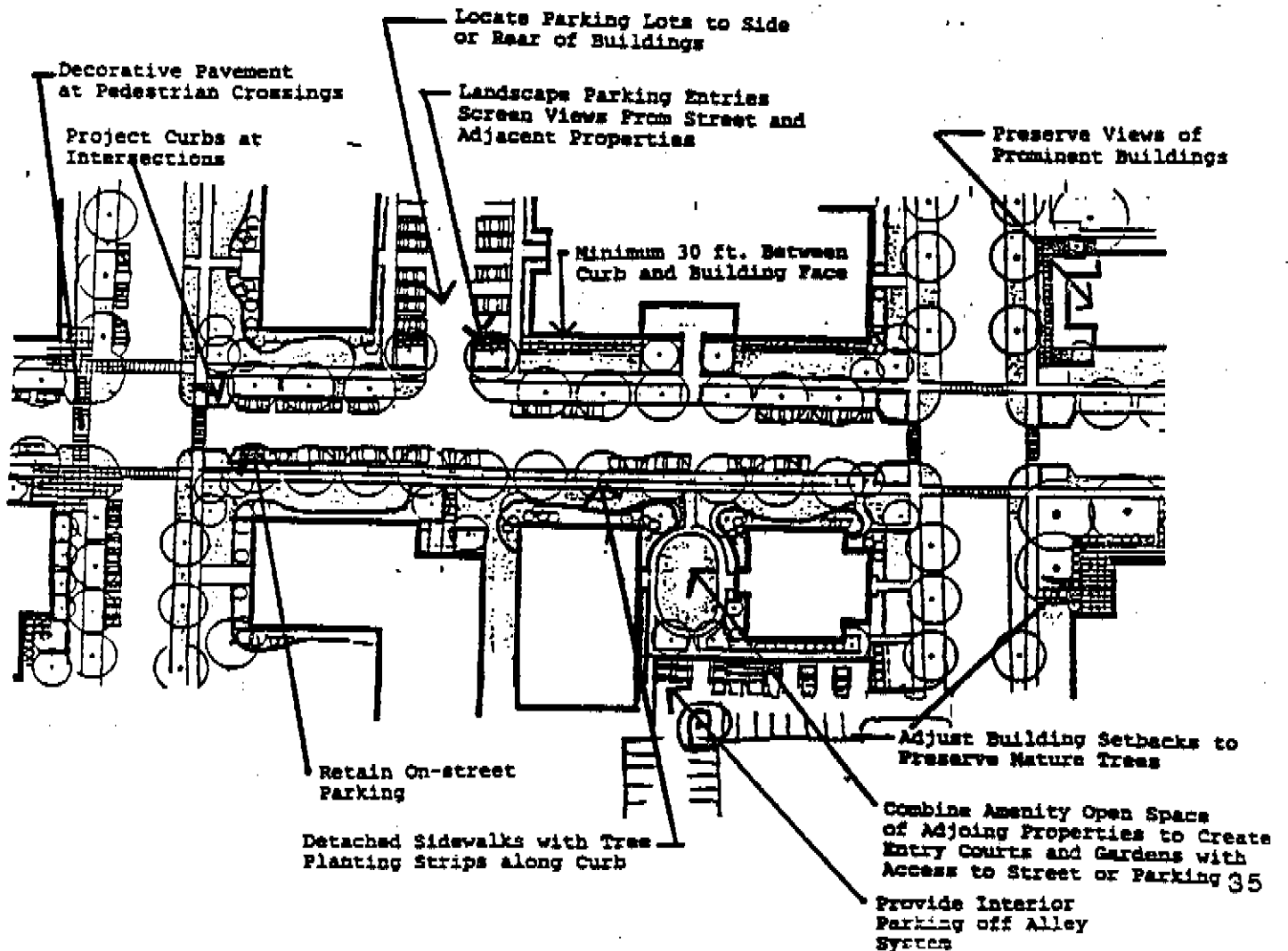
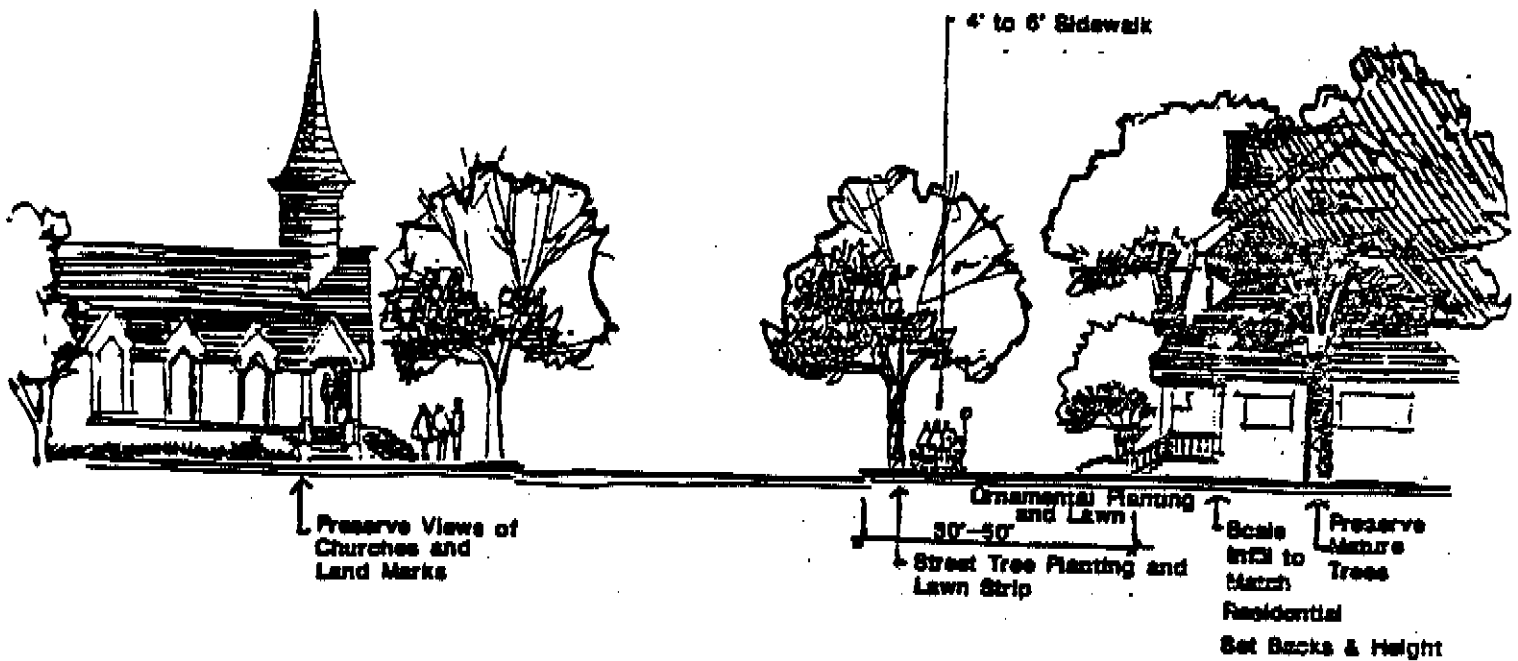
(NORTH/SOUTH OF "MAIN STREET TOWN")

Map 14



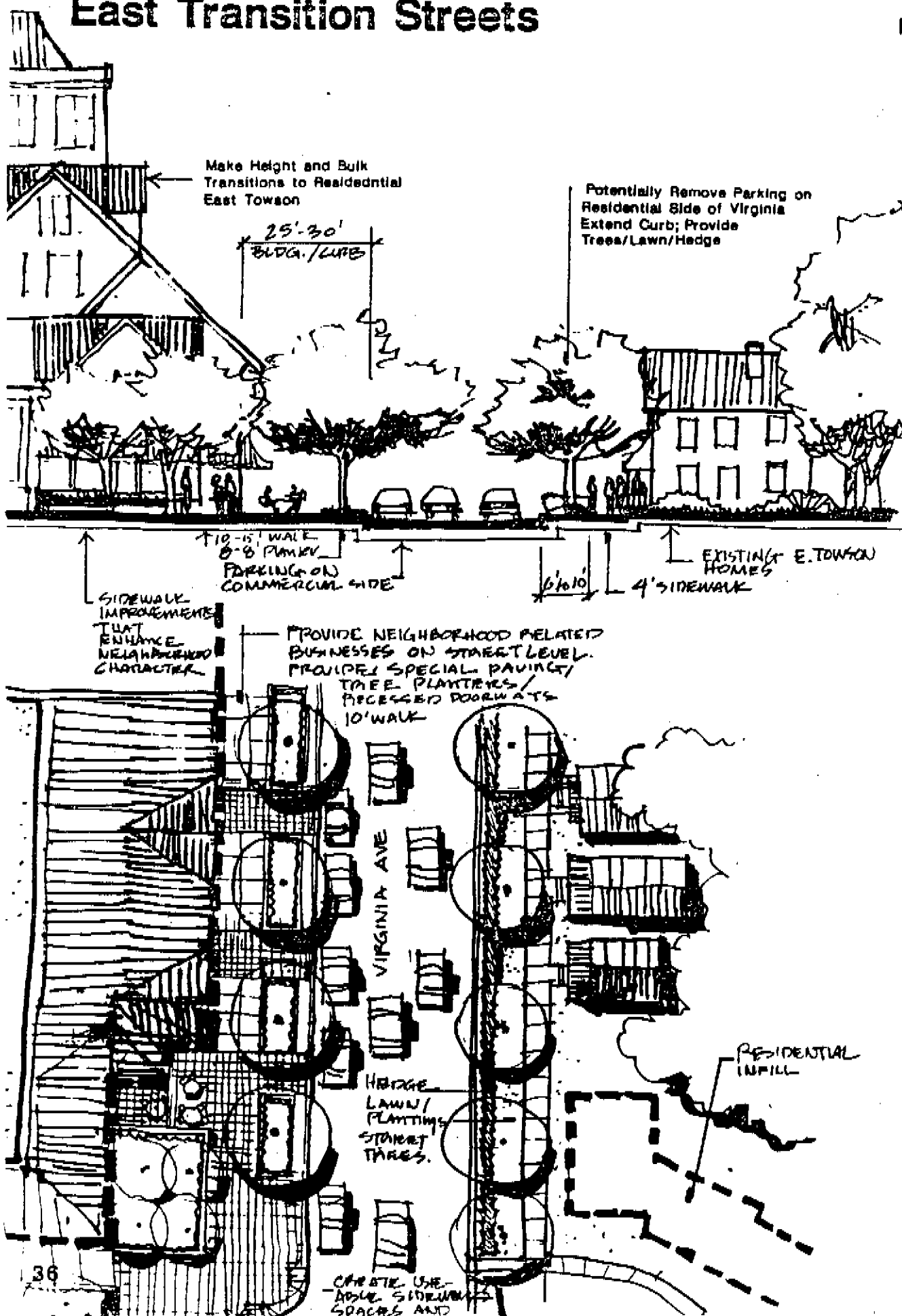
Baltimore Ave./Residential Streets

Map 15



East Transition Streets

Map 16



Washington Avenue and the Beltway is to create uniformity of the corridor with landscaping. These plantings are encouraged along the curb and new buildings should be located closer to the street. All parking areas should be landscaped.

Additional considerations include:

- a. If the parking lot is adjacent to the York Road right-of-way, then a double row of trees between the right-of-way parking lot is desirable.
 - b. The County should work with the property owners and BG&E to remove the utility poles and place power lines underground. Integrate bus stops and street furniture with the landscape treatment.
 - c. On the east side of York Rd. south of Towsontown Boulevard it may be desirable to retain the building-to-lawn-to-curb relationship.
7. Baltimore Avenue/RO Streets (Map 15) - The intent of this system is to maintain the residential and pedestrian-oriented character of the streets-to-lawns-to-buildings relationships. This system is applied to Baltimore Avenue, the West Towson Transition Area and the East Towson Enhancement Area.

Additional considerations include:

- a. This streetscape should attempt to preserve mature trees. Ornamental landscaping would be appropriate to maintain the residential character in these areas.
 - b. Surface parking lots along the Baltimore Avenue right-of-way, between Pennsylvania and Joppa are discouraged; rear and sideward parking would be more appropriate in this area and in the transition zones.
8. East Towson Commercial Transition (Map 16) - This system is similar to the East Joppa Commercial streetscape except that building height and bulk transitions are recommended on development parcels adjacent to the East Towson Enhancement Area.

B. The Open Space System

The open space network for Towson (Map 17) provides open space and park components linked by a boulevard and streetscape system. The open spaces provide a variety of uses and functions, including:

- Focus and amenities for the community.
- Passive and active recreation areas.
- Organized development sites.
- Buffer spaces.

The open space system builds on the few green spaces that currently exist in Towson. The key recommendations for open spaces are:

1. Existing Green/Open Spaces

- a. Retain and improve existing public grounds and parks within and around the Towson Core for convenient use by Towson residents and workers. Consider existing County properties as potential open spaces and connections to the Towson Open Space Framework.
- b. Courthouse Square and Plaza
Provide convenient and identifiable pedestrian access north/south from Baltimore Street across the Courthouse Plaza.
- c. Prospect Hill Cemetery
Acquire public easement around or through the cemetery to connect pedestrian traffic from the Core to Dulaney Valley and Towson Town Center.
- d. Retain or relocate existing park at Bosley Avenue and Susquehanna within the Government Campus Plan. Retain landscaped right-of-way along Bosley Avenue.

2. Existing Recreation Spaces

- a. Towson Town Playground/Tennis Courts
 - Relocate improvements within residential areas of the Core after redevelopment of the Joppa Road parcel.
- b. Develop neighborhood oriented recreation and landscape improvements at the Carver School playground.
- c. Develop community oriented recreation and landscape improvements to Towson Vocational/Technical School grounds and facilities.
 - Provide pedestrian access to the school from the Core and surrounding neighborhoods.
 - Develop entrance off York Road as a landscaped park entry and terminus to Fairmount Avenue Boulevard.
 - Consider updating this space as a major urban recreational center and provide nighttime activities.
- d. Maintain neighborhood park at Joppa Road and Highland Avenue.

3. Proposed Open Spaces

- a. Preserve green space along Towsontown Boulevard and acquire pedestrian/landscape easement at Bosley for pedestrian

crossing to TSU and creation of landscaped entry treatment to Core.

- b. Develop neighborhood park and gateway treatment on abandoned Fairmount Boulevard right-of-way at Goucher Avenue and the wooded property on the corner. Develop open spaces on each side of this new intersection.
- c. Consider developing the County property on the south side of Towsontown Boulevard as open space.
- d. Redesign Library Plaza to integrate new streetscape and parking garage.
- e. Develop recreational and park spaces as part of future high-rise developments of which a portion of improvements are accessible to the public.
- f. Incorporate amenity open space along streets and alleys.
- g. Development sites along Washington and Virginia Avenues may be appropriate for additional dedicated landscape edges.
- h. Encourage the provision of passive open space in the East Towson area.

4. College Campuses

- a. Request public presentations of campus plans for TSU and Goucher College.
- b. Provide pedestrian links to Core and retain landscaped frontage along York Road, Towsontown Boulevard and Bosley Avenue.
- c. Connect colleges into overall open space plan.
- d. Plan potential pedestrian connection from Washington Avenue through valley to Towson State University.

5. Boulevards (Also see Streetscape Map 8)

- a. Provide landscaped entry treatments at Towsontown/Bosley; Bosley/York, Fairmount/Dulaney Fairmount/Pennsylvania; Towsontown/York intersections.
- b. Plant street trees in Fairmount/Goucher median strip.
- c. Retain generous lawn setback at the Immaculate Conception Church along Bosley Avenue and Joppa Road.
- d. Relocate the County Service Station area to provide an adequate landscaped zone to identify entry into Towson. May be appropriate area for fountain or sculpture.

6. Major Streets/Urban Grid

- a. Provide pedestrian and streetscape improvements on Washington, Virginia, and York Road and the east west Core streets.
- b. Encourage special landscape edges along Washington Avenue in order to provide a green network from the Prospect Hill Cemetery to the Towson State University campus. (See Map 18)

7. Alleys

- a. Provide pedestrian improvements along alleys within the Urban Core.
- b. Develop Shealy as a pedestrian way and extend easement to Fairmount Avenue to connect high-rise residential buildings with the traditional retail strip.
- c. Organize public open spaces and recreational facilities along Shealy Avenue pedestrian way.
- d. Connect to pedestrian way south of Towson Town Center Garage at Virginia Avenue and Fairmount Avenue
- e. Acquire open space easements along Core alleys to secure internal pedestrian flow.

8. Additional Linkages

- a. Consider utilizing the property where the water tower once stood near the Towson Catholic High School as a pedestrian easement connecting the Core with Bosley Avenue and Kenilworth pedestrian ways and parks.
- b. Acquire public use of private cemetery drive through Church property behind Towson Catholic High School.
- c. Provide pedestrian access via Maryland Avenue through County properties between Towsontown Boulevard and Susquehanna.
- d. Provide pedestrian way along Dulaney Valley from the core to Goucher College .
- e. Provide pedestrian crossings at mid-block along Allegheny, Pennsylvania and Chesapeake Avenues.
- f. Provide a pedestrian easement along the south side of the Towson Town Center Mall, through or around Prospect Hill Cemetery, along the north side of the Immaculate Conception school athletic field and along the north side of the cemetery edge abutting Kenilworth Avenue. This greenway concept needs additional study. (See Map 18)
- g. Maintain the view corridor along Washington Avenue from the Court House Square to the cupola of Stephen Hall on the Towson State University campus.

9. The Department of Recreation and Parks should enter into discussions with owners of currently undeveloped parcels for temporary conversion to passive open space. This conversion to open space should be considered a part of the public benefit in a future development project.

C. Development Guidelines for Design Areas

The quality of development within all of the Design Areas (Map 7) is critically important. The design guidelines are to build on the best design features and historic development patterns of Towson. The proposed guidelines do not attempt to homogenize the Design Areas, but work to unify and to form more cohesive environments.

The guidelines focus on the following design features:

1. Similarity of building height.
2. Relationship of street walls formed by individual buildings..
3. Similar rhythms of solids and voids, open areas, development patterns, and building facades.
4. Similar proportions of entry window patterns and other openings.
5. Relationships of material and color.

The design guidelines are grouped into the following categories for each of the Design Areas:

- Form and Image
- Building Design

These guidelines follow:

1. CENTRAL TOWSON

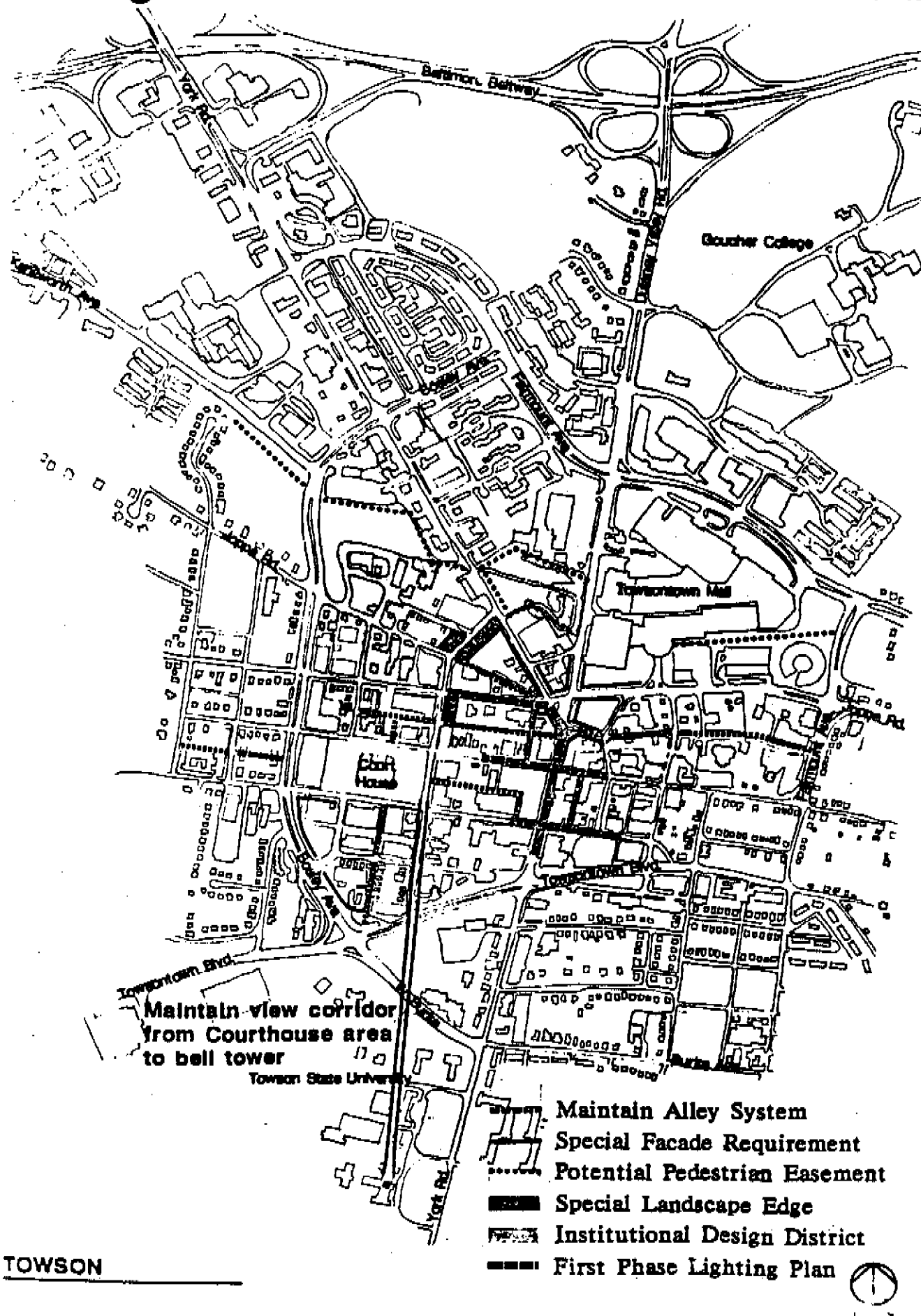
This area includes much of the street grid of the business core as well as the high rise residential buildings along Joppa Road.

Form and Image

- Encourage special facade treatments for all new buildings that face the Joppa/York/Dulaney Valley intersection. This prominent intersection should exemplify the quality development desired for Towson and be the "signature" commercial intersection for the core. (See Map 18)
- Plan for additional skyline buildings along E. Joppa and E/W of 300/400/500 York.
- Maintain Street Grid.
- Extend streetscape qualities into East Towson Commercial area along Joppa Road, Delaware, Virginia & Pennsylvania Avenues.
- Develop Pennsylvania as a main pedestrian cross street from Fairmount Avenue to Bosley Avenue.

Building Design

- Encourage retail along street edge and maintain 2 to 3 story - 35' height along all 'urban' streets between Washington and Virginia and consider stepback of additional bulk from the \pm 35 ft. height.
- Avoid parking garages/service areas along streets except for entry/exit.
- Screen parking garages with architectural treatment that is similar to building design.
- Continue horizontal emphasis of building design
- Incorporate masonry materials into building design as a primary facade treatment.



- Avoid mirrored/reflective glass along street level of building.
- Large building masses should be designed to minimize the scale.
- The building edge may be recessed to provide an arcade along the shopping streets. Arcades that face north are discouraged because of the lack of sunlight.
- Maintain solar access along east/west blocks.

2. FAIRMOUNT/DULANEY VALLEY

This area includes the new mall and the dense suburban development within the Towson core.

Form and Image

- Design adequate sidewalks to connect the interior of buildings and development parcels to the public right-of-way for use of pedestrian movement.
- Provide 'urban buildings' on developable parcels.
- Develop key entry intersections at Dulaney Valley/Fairmount and at Goucher/Fairmount.
- Place tall buildings along the Dulaney Valley Road right-of-way, stepping back to a 4-6 story edge next to existing townhouse or single-family development.
- Emphasize Dulaney Valley Road as a major entry route into Central Towson.

Building Design

- Establish design relationships for new structures with urban core buildings.
- Orient buildings to streets.
- Orient buildings entry facade along boulevard edge and Dulaney Valley Road when sites abut these roads.

3. INSTITUTIONAL TOWSON

This area includes the three churches on the west side of Towson and small scale residential conversions.

Form and Image

- Maintain Baltimore Avenue as a low-scale, pedestrian oriented way.
- Maintain scenic views of the churches and courthouse.
- Maintain lawn and sideyards to reinforce existing building patterns.
- Retain area as a low scale transition area between downtown area and West Towson Transition area.
- Designate a special design district within the BM-CT district that includes the three church properties along Baltimore Avenue. Design details are listed in the Design Guidelines Section.

Building Design

- Maintain residential or low-scale office character with appropriate building materials.
- Maintain existing bulk.
- Design new or infill buildings north of Pennsylvania in the same scale as the converted residential buildings.

4. WEST, SW, SE AND EAST TRANSITION ZONES

Form and Image

- Provide height, bulk and scale transitions from boulevard "loop" to neighborhoods.
- Respect traditional right-of-way along edges.
- Respect existing building lot patterns - consolidate parcels at street corners - not mid block.
- The fronts of buildings should face boulevards.
- RO transition areas should maintain residential, low-scale development patterns.

Building Design

- Incorporate pitched roofs into new building designs.
- Design new buildings to reinforce front and side yard setbacks that are predominant within the zone or adjacent neighborhood.
- Discourage Class B office buildings in the RO zones.

5. GOVERNMENT OFFICE CAMPUS

Form and Image

- Design major core entries at Towsontown/Bosley and at York and Bosley. Buildings and landscape treatment should reinforce and provide entry experience.
- New buildings should present a "front" facade along boulevard edge.
- Provide scale and bulk transition from RO zones to Institutional Towson Zone.
- Consider area for cultural amenities.
- Prepare a government campus plan before any additional structures are built on public land.

Building Design

- Design building wall (front) to parallel Bosley Avenue
- Provide bulk/height transitions to Baltimore Avenue/West Towson.
- Encourage colonnaded walk along Bosley (except north fronts).
- Utilize building corners for special design features.
- Continue horizontal window patterns for continuity.

6. YORK ROAD NORTH

Form and Image

- Reinforce vista of Towson Urban Core seen from Fairmount/York intersection.
- Emphasize street rather than separate buildings and parking lots.
- Simplify and clean up commercial building and site signs.
- Provide gateway entry treatment at York/Fairmount and York/Bosley.
- Emphasize commercial redevelopment from Allegheny to Bosley Avenues.

Building Design

- Construct uniform, moderately scaled buildings.
- Provide special building treatments at intersections.
- Orient building fronts to the street.
- Locate building fronts up against streetscape.
- Encourage structured parking to the side or rear yard of a redevelopment site.

7. YORK ROAD SOUTH

Form and Image

- Encourage street level retail with building bulk stepped back behind retail front between Towsontown Boulevard to Bosley and York/Burke intersection.
- Treat York Road/Towsontown Boulevard intersection as major gateway into Towson Core incorporating railroad bridge abutments.
- Unify intersection at York/Bosley/Burke through landscape treatment.

Building Design

- Respect predominant building setback on east side of York Road.
- Face building front to York Road.
- Turn corner at Burke and York with well articulated building facades with special entrance treatment at corner.
- Maintain predominant building height and bulk on east side - make transitions to Towson Manor residential area (east side).
- Encourage taller buildings along west side of York Road.
- Continue 35' retail height with bulk stepped back behind retail facade on the west side.
- Continue 4-5 story building facades with landscaping setbacks on the east side.

8. EAST TOWSON NEIGHBORHOOD

(NOTE: This includes streetscape recommendations.)

Form and Image

- Provide height, scale and bulk transitions from core development and Joppa high-rises to the neighborhood.
- Respect traditional right-of-way along edges.
- Retain residential use and character of the neighborhood
- Provide neighborhood identification and historical references at Towsontown Boulevard/Virginia, Pennsylvania/Fairmount, and Towsontown Boulevard/Fairmount.
- Renovate Carver School building and grounds.
- Install appropriate lighting with low cutoff devices.
- Pave all surface parking lots with a durable, dustless surface and landscape in accordance with the Baltimore County Landscape Manual, Class "B" Screening requirements.
- Discharge parking lots that are not associated with a principal building on the same site.

Building Design

- Retain residential character of buildings
 - . Pitched roofs, porches, front yards.
 - . 35' building height.
 - . Traditional design elements.

Streetscape

- Provide street tree program for residential streets.
- Provide pedestrian connections to the core and to Towson Manor.
- Construct sidewalks on Virginia Avenue wide enough to encourage use as a pedestrian way.
- Provide landscaped entry treatment and neighborhood identification at Fairmount/Pennsylvania.

9. COLLEGES

Form and Image

- Retain landscaped, open space setting along Dulaney Valley/Goucher College and York and Bosley/Towson State University.
- Incorporate views of Towson State buildings and cupola on York Road and from Washington Avenue
- Encourage campus style layout with large lawn setbacks, generous tree-lined walks, and screened parking areas.
- Retain forest cover.
- Accent significant buildings and green spaces.
- Provide pedestrian network along campus edges that connect to Towson Core.

- Provide safe crosswalks across Bosley Avenue from TSU at Towsontown Boulevard and York Road intersections.

Building Design

- Maintain traditional campus design style.
- Retain views of cupola at Towson State University.

D. Design Review Advisory Panel

A proposed amendment to the BCZR to establish a Baltimore County Design Review Panel would make recommendations about the development plan to the Hearing Officer. The Panel would assess the site plan, open space, circulation, building design and landscape features. The Comprehensive Manual of Development Policies (CMDP) lists the locations and types of projects that would be subject to design review, including the CT district - commercial and town center core of Towson.

If this Countywide Design Review Panel is not adopted within one year, A Towson Design Review Panel, comprised of design professionals and a community member, will be established to review proposed developments within the Urban Design Study Area.

The Panel's objective will be to interpret the design principles and development guidelines set forth in this Plan. The Panel may recommend a design which varies from the principles and guidelines for development provided that the change better supports the goals of the Towson Community Plan.